

curb and gutter where there are few commercial driveways and intersections with other roadways, many bicyclists prefer riding on wide, smoothly paved shoulders.

B-5: Multi-use Pathway

When properly located, multi-use pathway can be a safer type of facility for novice and child bicyclists because they do not have to share the path with motor vehicles. The design standards used for this cross section provides adequate width for two-directional use by both cyclists and pedestrians, provisions of good sight distance, avoidance of steep grades and tight curves, and minimal cross-flow by motor vehicles. A multi-use pathway can serve a variety of purposes, including recreation and transportation. This pathway should not be located immediately adjacent to a roadway because of safety considerations at intersections with driveways and roads. Sidewalks should never be used as a multi-use pathway.

General

The urban curb and gutter cross sections all illustrate the sidewalk adjacent to the curb with a buffer such as a utility strip or landscaping between the sidewalk and the minimum right-of-way line. This permits adequate setbacks for the safety of the pedestrians while providing locations for utilities. If it is desired to move the sidewalk farther away from the street to provide additional separation for pedestrians or for aesthetic reasons, additional right-of-way must be provided to insure adequate setbacks for the pedestrian's safety was accomplished while providing locations for utilities.

The right-of-way shown for each typical cross section is the minimum amount required to contain the street, sidewalks, utilities, and drainage facilities. Cut and fill requirements may require either additional right-of-way or construction easements. Obtaining construction easements is becoming the more common practice for urban transportation construction.